

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,353 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." G. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

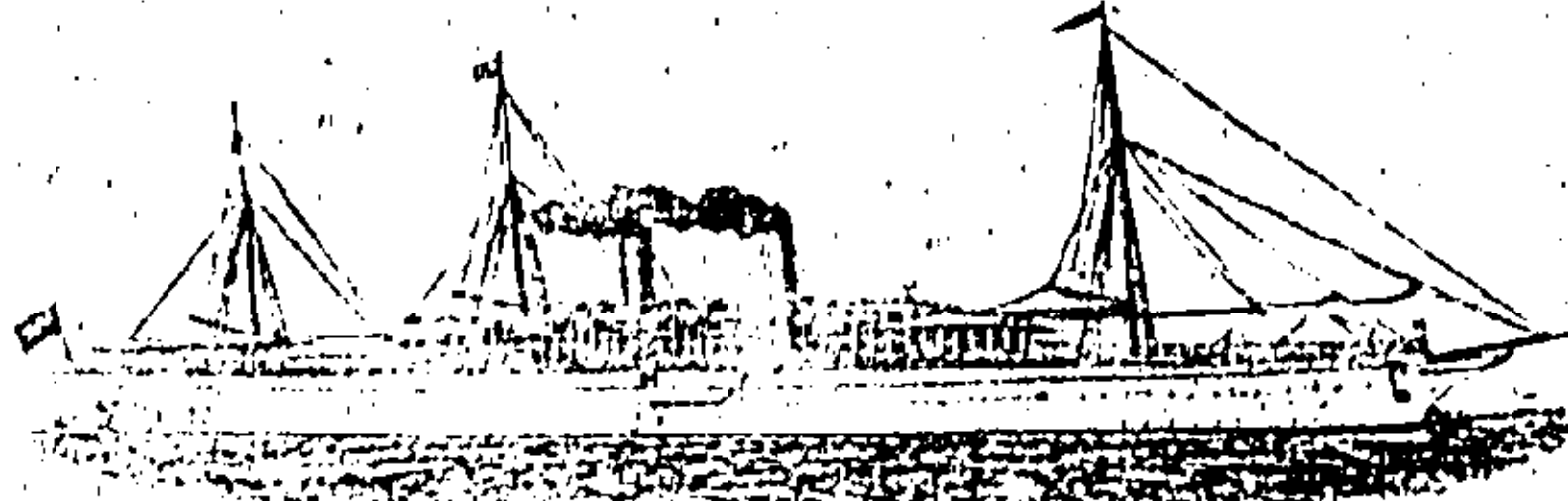
S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 "NANNING,"569 "....." C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahaling, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Hing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of over Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG. ARRIVE VANCOUVER
 "EMPRESS OF INDIA"6,000.....THURSDAY, August 30.....September 17
 "ATHENIAN"3,882.....WEDNESDAY, September 12.....October 6
 "EMPRESS OF JAPAN"6,000.....THURSDAY, September 27.....October 15
 "MONTEAGLE"6,163.....WEDNESDAY, October 3.....October 27
 "EMPRESS OF CHINA"5,000.....THURSDAY, October 25.....November 12
 "TARTAR"4,425.....WEDNESDAY, October 31.....November 24
 "EMPRESS" steamers will depart from Hongkong at 4 P.M.
 Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 214 days, from YOKOHAMA, and 294 days from HONGKONG.

Hongkong to London, 1st Class.....\$100.00. 2nd Class.....\$60.00. 3rd Class.....\$40.00.
 Hongkong to London, 1st Class.....\$100.00. 2nd Class.....\$60.00. 3rd Class.....\$40.00.
 Steamers, and 1st Class on Railways.
 R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Padder Street and Praya.
 Hongkong, 18th August, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$4; with Cabin, \$2.
 1st Class—Return, \$7; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 11th August, 1906.

STEAM TO CANTON.

The New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....T. R. MEAD.

"KWONG TUNG".....1,258.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth\$2.00
 1st Class return \$2 " "\$3.00
 Servants' passages must be paid for.
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHUI ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 PRINZ EITEL FRIEDRICH.....WEDNESDAY, 29th August.
 SACHSEN.....WEDNESDAY, 12th September.
 PRINZ HEINRICH.....WEDNESDAY, 26th September.
 GNEISENAU.....WEDNESDAY, 10th October.
 PRINZ LUDWIG.....WEDNESDAY, 24th October.
 PRINZESS ALICE.....WEDNESDAY, 7th November.
 ROON.....WEDNESDAY, 21st November.
 BUELOW.....WEDNESDAY, 5th December.
 PRINZ RECENT LUITPOLD.....WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH.....WEDNESDAY, 2nd January, 1907.
 SEYDLITZ.....WEDNESDAY, 16th January.
 PRINZ HEINRICH.....WEDNESDAY, 30th January.
 GNEISENAU.....WEDNESDAY, 13th February.
 PRINZ LUDWIG.....WEDNESDAY, 27th February.

ON WEDNESDAY, the 29th day of August, 1906, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00

* TO NEW YORK VIA SUEZ:
 VIA NAPLES, GENOA OR GIBRALTAR64.00. 44.00. 26.00.
 Return115.00. 79.00. 47.00.
 VIA BREMEN OR SOUTHAMPTON68.00. 46.00. 27.00.
 Return123.00. 83.00. 49.00.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
 PRINZ WALDEMAR.....3,227.....TUESDAY, 18th September.
 PRINZ SIGISMUND.....3,302.....TUESDAY, 16th October.
 WILLEHAD.....4,763.....TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	78.00	48.00	30.00
TO BRISBANE	53.00	32.00	21.00
Return	83.00	50.00	32.00
TO SYDNEY	53.00	32.00	21.00
Return	83.00	50.00	32.00
TO MELBOURNE	53.00	32.00	21.00
Return	83.00	50.00	32.00
TO YOKOHAMA	\$80.00	\$50.00	\$30.00
Return	110.00	70.00	40.00
TO KOBE	\$95.00	\$60.00	\$35.00
Return	125.00	80.00	45.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class.
 TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....\$97.00.
 TO EUROPE VIA AUSTRALIA AND AMERICA.....96.00.
 From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 YOKOHAMA & KOBE.....PRINZ WALDEMAR.....WEDNESDAY, 29th August.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZ HEINRICH.....WEDNESDAY, 29th August.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....GNEISENAU.....WEDNESDAY, 12th September.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.00
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 22nd August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

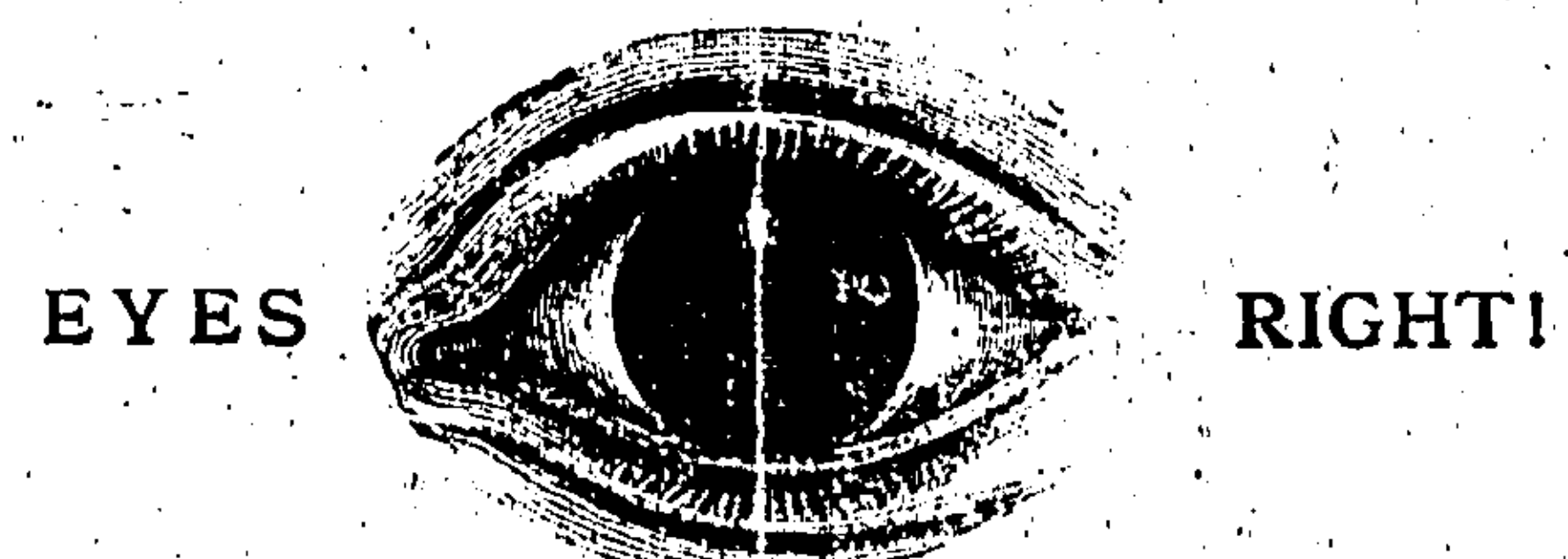
Telephone: Nos. 376, 503, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHONG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE.
 REGULAR THREE-WEEKLY SERVICE
 BETWEEN
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd August, 1906.

145

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart) or 12 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

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THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS AND ENLA-

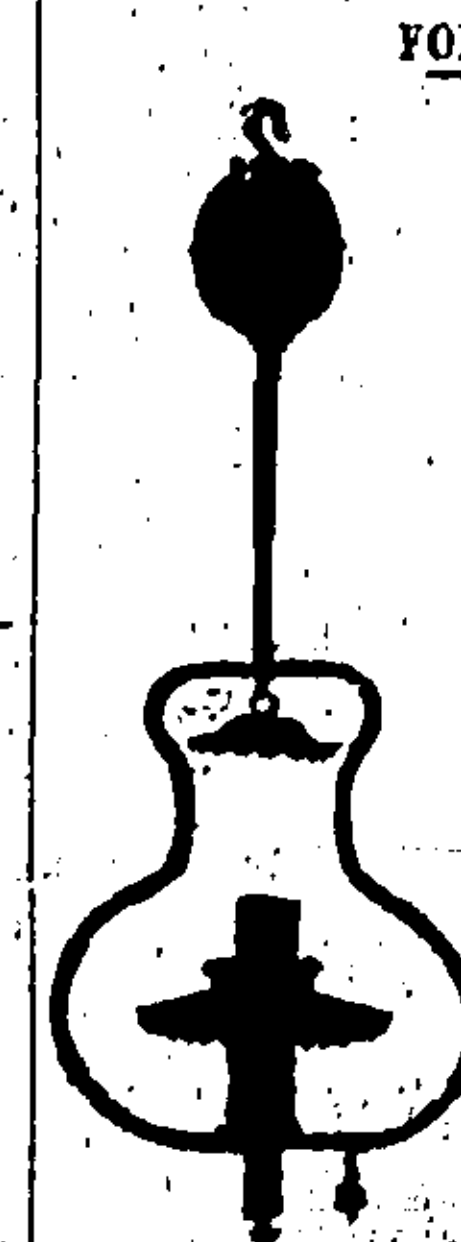
GING AND COPYING in all Sizes

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 10th September, 1905.



FOR SALE.

WELSBACH'S IN-

DOOR and OUT-

DOOR 4-LIGHT

GAS ARC

Intimations.

SPECIAL.

Powell's

ALEXANDRA BUILDINGS

Are now showing a Splendid Variety of

FASHIONABLE GOODS

at moderate prices.

SUNSHADES

from \$2.75 each.
Smart and Durable.

HOLLAND and DRILL

SKIRTS

Well Cut,
Newest Shapes,
from \$5 each.

MUSLIN BLOUSES

Smart, Dainty.
All Prices.

KID BELTS

White, Black, Reseda,
Navy, Myrtle, Magenta,
Sky, etc.

Latest Shapes,
from \$1.50 each.

LINEN BELTS

will wash splendidly—
can be laundered like
a linen collar.

Adjustable Clasps—
SPECIAL PRICE

\$1 each.

POWELL'S
Alexandra Buildings.

Hongkong, 11th August, 1906

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'ARQUILLAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 28th May, 1906.

E. R.

EVENING CONTINUATION CLASSES.

EVENING CLASSES for instruction in
COMMERCIAL ENGINEERING,
and SCIENCE SUBJECTS will be held at
QUEEN'S COLLEGE, commencing WED-
NESDAY, October 3rd.

Particulars and Prospectus may be obtained
on application to the Undersigned or at the
Registrar General's Office.

W. H. WILLIAMS,
Organizing Secretary.

Hongkong, 16th August, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA-
SETS, AND SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LANTERNS.

Sole Agents for

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 9th March, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 35, DES VEXUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made at the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 31st March, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906.

TO LET.

HOUSES in MORRISON HILL GAP ROAD
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—

THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906.

TO LET.—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK," MOUNT KELLET, PEAK,
a 6-Room Bungalow, Tennis Court
and Garden.

Apply by letter only to—

HO TUNG,
"Idlewild,"
Seymour Road.
Hongkong, 31st July, 1906.

TO LET.

NO. 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 8th August, 1906.

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

"HAYTOR," THE PEAK.
Immediate Possession.

OFFICES in KING'S BUILDING and
"YORK BUILDING."

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RIPPON TERRACE,
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 15th August, 1906.

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st August, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906.

SHAMEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 5th July, 1906.

For Sale.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS Do

AND

Other Pic-nic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and
CAKES.

CROSE and BLACKWELL'S SAUSAGES,
STREAKY BACON, BATH CHOPS, &c.

ALSO

GERMAN SAUSAGES, ASPARAGUS, and other
VEGETABLES.

Hongkong, 21st July, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.50 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905.

A VISIT TO SABANG.

FACTS ABOUT A GROWING COALING
STATION.

[Concluded from yesterday.]

Even a Thames barge can make Sabang without a pilot. Within a few feet of the shore there is deep water, and there is no bar. The average depth of both entrance and harbour is about 20 fathoms. A pilot is provided by the Company mentioned above, but his assistance is considered necessary by most skippers who have visited the station once. The entrance is about 2,400 ft. wide, and a Norwegian timber schooner, with her rudder jammed, ought to hit that. Sabang is just as easy to make at night as by day; a white light gleams out from the south-west side on Pulo Klas, and a red one from the opposite headland. There is a clear anchorage of 1,500 metres long by 500 metres broad, and the harbour will safely accommodate between twenty and thirty battleships without interfering with traffic. The bottom, being a combination of sand and coral, affords excellent anchorage. In addition to the harbour proper, hidden behind the island named Klas, is another anchorage, which may be gained by vessels not drawing more than 22 ft.—an ideal snuggerly for torpedo craft.

Excepting the abundant military, the present and future of Pulo Wey seems to be in the hands of the Sabang Bay Harbour and Coal Company and very excellent hands they are too. The manager is known amongst the inhabitants as the "King of the Island," and in spite of getting through an amount of work that would kill the average European in a month, he is a genial personage whom every skipper likes. The Company are monopolists, and provide the exception to the rule that monopolists are brakes upon the wheel of progress. The Company employ many Europeans, who frequently work 10, 12 and 14 hours a day, and business is becoming so brisk that the manager is crying for more and still more men. The Company's settlement is a large one. They possess some 2,000 ft. of wharfage, the long line of coal sheds alone is lettered from A to Z, there are 25,000 sq. ft. of storage room, workshops and offices, hotel, bungalows, coolie lines, a hospital, an ice manufactory, and a signal station.

The huge electric transporters, standing high above the village of coal sheds, are the most striking feature of the Company's settlement. They are of a most modern pattern, admirably adapted for the rapid work required of them. The same may be said of the floating dock, workshop and slip. The first-named, which occupies a sheltered position behind Udjong Peripuan, is built for vessels of about 3,000 tons displacement and up to 360 ft. in length, and when docking they may draw up to 18 ft. The Company undertake all ordinary engineering repairs, and their charges for such work and for dock hire are the reverse of exorbitant. An American skipper was heard to exclaim, "Wal, I reckon that's the slippiest bit of coal humping I've seen outside the States. Didn't charge me any dues, and bunkered me right up inside two hours. Guess I'm quitting calling Dutchmen slow after this." And such seems to be the opinion of most captains who have had occasion to replenish their stock of fuel at Sabang. The Company boast that they have established records in coaling, and that they possess "the only up-to-date equipment in the Far East."

Generally speaking, between 30,000 and 40,000 tons of coal are kept in stock at Sabang, and these are principally Welsh, Bengali, Japan, and Sumatran. The Company are favouring the Bengalese variety as giving better all round satisfaction to shipmasters. Only the best Japanese are used: The Netherlands Indian brands, though chiefly supplied to Government steamers and vessels of the coastwise trade, are by no means to be despised.

The Company have been able to attain their reputation for quick despatch by introducing the finest apparatus for the work yet invented. The four electrically-driven transporters, each weighing over a hundred tons, swing from shed to ship iron buckets containing 25 cwt. of coal each, and these giant feeders toil on both day and night. In addition to these machines, many hundreds of Chinese coolies and Port Said trimmers assist in bunkering. By day or night the Company can supply coals to a vessel at the rate of 100 tons an hour.

"Yes, if ever you English cut a canal through the Peninsula above Penang, as you were once talking of doing," said the manager in the course of an interview, "then Sabang will become one of the first coaling stations in the world."

"Doesn't it promise to grow into that now?" "I believe so. We are working hard enough for it, and the fact that ships can always rely upon an adequate stock here, that when calling for bunkers they are exempt from any charges whatever, must naturally go a long way to attract owners and masters to Sabang."

"The geographical position seems to be excellent?" "It is. Steamers for the Far East via the Cape and Sabang particularly advantageous. They save considerable time in doing this way instead of by the Straits of Sunda. During the South-West Monsoon, steamers leaving the Straits of Malacca can fill up their bunkers at Sabang, and take the southern route to Cape Guardafui, thus being enabled to continue their voyage to Aden or Perim direct, or, as the case may be, to Suez or Port Said. Sabang is also the nearest coaling port between the Burmese rice ports and Japan."

It may be added that as a transshipment harbour Sabang's chief advantages are in that its storage rent and transshipment charges are less than those of neighbouring ports, and that other than these tariffs there are no import or export dues, no formalities, and no harbour dues, or for pilotage or lighterage. There is a fortnightly mail direct to Europe of the fine line of the Steamers-Matschappij "Neder-land," which takes in enormous cargoes of tobacco from Sabang, and almost daily communication with Penang, Singapore, Batavia, Deli, and the west coast of Sumatra—Sila C. Penny in *The Syren* and *Shipping*.

Auction.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,
the 7th day of September, 1906, at Noon, at their
Sales Rooms, 8, Des Vaux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY.

IN ONE LOT.

All that PIECE or PARCEL of GROUND

registered in the Land Office as KOWLOON

INLAND LOT No. 540 held for the residue of a

term of 75 years created by the Crown Lease

thereof dated 3rd October, 1888.

Annual Crown Rent \$566.00.

Area 123,232 sq. ft.

Particulars and conditions of sale may be

obtained from—

Messrs. EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or from the Auctioneers.

Hongkong, 23rd August, 1906.

Intimations.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

THE DIVIDEND declared for the half year

ending 30th June last, at the rate of

ONE POUND AND FIFTEEN SHILLINGS STER-
LING per Share of \$100, is Payable on and after

MONDAY, the 20th day of August, current,

at the Offices of the Corporation, where Share-
holders are requested to apply for Warrants.

By Order of the Board of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 18th August, 1906.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12 1/2 % per Share for

the six months ending 30th June, 1906,

declared at Monday's Ordinary Half Yearly

Meeting, will be payable at the premises of the

Hongkong and Shanghai Banking Corporation,
on and after TUESDAY, the 21st August, and

Shareholders are requested to apply for Dividend

Warrants at the Company's Office, Queen's

Building, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 20th August, 1906.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE.

IN accordance with Article XVI Section 7

of the Articles of Association the General

Managers have this day declared an INTERIM

DIVIDEND for the half year ending 30th June,

1906, of SEVENTY-FIVE CENTS per Share,

payable to all Shareholders whose names were on

the register on that date.

DIVIDEND WARRANTS may be obtained

on application at the Office of the Company on

and after FRIDAY, the 3rd August.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 31st July, 1906.



SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of

the DOMESTIC CLEANLINESS and

VENTILATION BYE-LAWS (as amended),

every Domestic Building or part of such

Building within the EASTERN DIVISION of the

CITY OF HONGKONG and the EASTERN DIVISION

of KAU-LUNG occupied by members of more

than one family must be Cleaned and Lime-
washed THROUGHOUT by the owner during

Estimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Doz.
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION	20.00	22.00
LARRIVET	20.00	22.00
CHATEAU MOUTON	24.00	26.00
D'ARMAILHAC	24.00	26.00
CHATEAU PONTET	28.00	—
CANET	28.00	—
CHATEAU LA TOUR	33.00	—
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines.

THE ABOVE PRICES ARE SUBJECT TO

5 PER CENT. DISCOUNT.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 22nd August, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On order sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 24, 1906.

SNOBBERY IN HONGKONG.

Crown Colonies such as Hongkong seem to breed a special type of the genus snob, who has little or nothing to plume himself upon beyond his stiff-necked fatuity and the accident of birth. In many ways those parties in Hongkong who long to be described as the *bon ton*, have given evidence of their inalienable right to be considered the salt of the earth, although to lower mortals the salt has lost much of its savour. Living as they do in a vitiated atmosphere they are seldom able to comprehend the vitality which flows in less aristocratic blood, and being pitch-forked into high positions they are above the necessity of giving the slightest attention to the doings of what may be called the "lower-level," a term which will be readily understood in Hongkong. But with all their gimcrack pranks and airs, it has generally been allowed that the members of the "humble snobs," who deign to grace Hongkong with their presence for a few years, are not publicly devoid of a reasonable amount of consideration for those so ineffectually inferior to them in every respect. Of course, we know that trade is taboo in this Colony which lives on nothing but its trade, and anyone bearing the sign-manual of the tradesman must shut himself up in a cellar and pray for his sins. But racial pride and official scorn are somewhat new features of life in Hongkong. No doubt it is a fine thing to have an ancestry ranging back to that prince of filibusters William the Conqueror, and to number amongst one's stock a host of regicides, regents,

catenans and unmitigated rogues, but these are things which the wise man says nothing about and would fain try to forget. Lately, however, it would seem that a wave of racial feeling has passed over a section of those who are connected with, yet do not belong to, the community. Possibly, in the rarefied air of the heights there is an understood qualification for admittance to the sphere of the blest but it is not made apparent to the public gaze. A circumstance has occurred, however, which shows that it exists in all its pristine beauty. Recently, a gentleman who is known to everybody in Hongkong, whose works of benevolence and philanthropy have been acclaimed by Governors galore, and by the present occupant of the gubernatorial chair in particular, who is found wherever the people of Hongkong assemble, and who in his own profession has gained a high name for probity—recently that gentleman was induced to become a candidate for membership of a certain club in Hongkong. Nobody dreams that any possible exception could be taken to his candidature; his record was all that could be desired. Indeed, his record would compare favourably with—but that is beside the question. All at once there was a rustling in the dovecotes. A certain official, who is only here for the time necessary to become entitled to a pension, suddenly developed a mania for racial contrasts. As has been said, the candidate was all that the rules and regulations of the club required, but what matters rules and regulations when a gentleman holding a portfolio in the Government also holds a racial bias? The candidate, like his Excellency the Governor, was an Englishman; but the candidate, like his Excellency the Governor, was also a descendant of Moses and the other prophets—in fact, one of the race which started that form of religion known as Christianity. In the eyes of this abnormally-minded gentleman holding, as we have said, an office of sorts in the administration of the Colony, there is no greater offence than to belong to the Semitic family. Although this official is only here for a few years, he is resolved that, so long as he has a say in the matter, the club or clubs to which he belongs shall remain unsullied by the presence of an alien by blood. It is one of the deepest misfortunes of his life that during his absence from the Colony—on leave and on full pay—some of his mortal enemies were received into this particular club and actually embraced as friends, right good men and true. As soon as he heard that the candidate in question had been proposed he proceeded to business. He gathered all his friends, dependents, and sycophants around him; he spoke to them eloquently of how the club would be debased should the candidate be admitted. He did not say that His Majesty the King belongs to half a dozen clubs which honour Jews as members, or that Queen Victoria had the warmest feeling for a Jew who moulded the destinies of the Empire for some years. But this official called upon his friends, if they loved him, if they hoped, to have the light of his countenance, to black-bull the candidate. The meeting was held at the club, the objector and his friends turned up in great force and the candidate was ignominiously ejected. Now, we hold no brief for Jews or Gentiles, nor for the white, black or yellow races, but we do hold a strong conviction that a trumpety official who is in Hongkong by the grace of God and the adventitious circumstance of birth has no right whatever to interfere in a matter which does not concern him. Hongkong has not been made by officials nor is its prosperity the result of official efforts. It does not depend upon officials who are here to-day and gone to-morrow, but it does depend upon the men who have made Hongkong their home. When did an official bestow gifts on the community? When did an official show that he was a philanthropist by nature or inclination? What right has an official to differentiate between the races in Hongkong? And what right has he to exercise the influence which he has obtained from the Crown against any race in particular? Because his position vests him with some power and thereby brings a number of creatures crawling to his footstool, is that any reason why he should act the part of the noble Nero or the Cæsar Caligula? The action of the opposition is contemptible. It might be pardoned had the candidate's career been blemished or blemished by underhand trickery or base actions opposed to the term "gentleman"—that badly-used term—but there was nothing to rake up against him. Of course, the ex-candidate can afford to snap his fingers at the official and the whole jing-bang of his toadies, but it is not pleasant to know that such people exist in Hongkong. It is an affliction which should be swept out by some moral machine regenerator. There is only this consolation that the official responsible for this disgraceful piece of snobbery, racial prejudice, and abuse of position, backed up by some unfortunates who use the "servant's entrance at the back," is not a fixture in the Colony, and the Colony can well afford to do without him and his like.

OWING to extensive interruptions of the Telegraph Company's main cables to Europe, delay may be expected, for the present, on traffic with the United Kingdom passing via Eastern.

HONGKONG STUDENTS.

It frequently happens that in watching the rapid development of the Chinese on the mainland, their vigour in adopting and following western principles, people are apt to overlook the progress which is being made practically under their eyes. We have noted the rush of the enthusiasm with which operations in connection with the extension of the railway system, the construction of waterworks, the bunding of the river, and the proposals to carry out reproductive works generally have been taken up; and we have also called attention to the eager demand for a higher education among Chinese scholars. But while the native element in Hongkong is to some extent debarré from interfering with the administration of a Crown Colony, it can and does show the same anxiety to fit its sons and protect with an education which will enable them to take their place, and an honourable place, among those belonging to the learned professions. It has become a matter of almost daily occurrence to record the success of some Hongkong student at the universities of England and America. Only the other day we were enabled to give a striking picture of adversity conquered by industry, when a student who had passed through Queen's College managed by dint of great perseverance, combined with thrift and ambition, to reach an American university in order to complete his studies. The knowledge he had imbibed at the feet of the Gamaliels of Queen's College had opened his eyes to the advantages of a sound and thorough education. The curriculum of the College had presented no difficulties to him, and at length he completed his studies so far as Hongkong was concerned. But as knowledge breeds a craving for knowledge and opens the eyes of the wide-awake youth to the immensity of his ignorance, he determined to acquire the mental polish of the west. Like many another boy in Hongkong and in other parts of the world where education is honoured by the people for its own sake, the student in question had no money. He might knock at the door of the American universities but until he had the wherewithal to pass the gatekeeper he might as well stay at home. This youth had the true spirit. He buckled to work, laboured as a tin-miner, lived on the bare necessities of life and saved money. From one situation to another he went, always keeping his ultimate goal in mind. By a series of chances, they might be called lucky chances were it not that they had been fought for and moulded in the struggle, the youth was selected by the Chinese Government as one of those who should finish their education in America. As the result of his frugality, industry, "self-help" as Smiles would put it, the youth has attained the first part of the aim, attendance at a western university. That is only one case; there are probably many more. He is now one of the band of Hongkong students who are prosecuting their studies in England and America. No doubt, there are several of whom we never hear, those, for example, who show no signs of brilliancy but plod along the laborious path of knowledge. It is very gratifying to parents and guardians to hear that those they are interested in are carrying off gold medals in the teeth of the intellect of western colleges. But while brilliancy and genius are very fine things in their own way, and inspire respect, it is not always the Senior Wrangler whose after-career is most edifying. The occupant of the back benches is very frequently the better man—certainly he "gets there" oftener than the much-bellauded heroes of the university. It is probable, therefore, that there are many attending western universities whose time has not yet come to be described as successful, and all the rest of it. Nevertheless, a goodly proportion of those who have gone from Hongkong are shedding lustre on the Colony. They have not confined themselves to one or any branch of the professions. At the present time, there are Hongkong boys in England qualifying to become barristers, doctors, civil and mechanical engineers, electricians, and we may take it for granted, financial experts. The other day a batch of Hongkong students were admitted to the English bar. Edinburgh is turning out M.B.s. intended for Hongkong by the dozen, while America is doing her best to supply the needs of Hongkong and China. We hear about the lawyers and the doctors, but we have no means of telling how many are qualifying for the technical professions, mainly because they do not obtain that public prominence which attaches to those who are authorised to heal the sick or to settle—occasionally, it is to be feared, to foster—disputes. All this means that within a few years Hongkong will be in a position to dispense with the carpet-bagger. The affairs of Hongkong will be managed by those who have been born and bred in Hongkong, who owe to Hongkong the position they occupy, and whose home is Hongkong. The only danger is that some of the "starred" men will return with such an exaggerated idea of their own importance that they would fancy it derogatory to their dignity to flick the cigar ash

off their waistcoat, but we will hope for the best. As a rule Chinese do not become puffed up with foolish pride, but you never know. It is a favourable augury for the future of Hongkong that those students are in training for the real work of the Colony. They are the Empire-builders of the future, for they will not resemble the mass of people who come to Hongkong for a day, having no real interest in the place. It is upon the men who look to Hongkong as their home, where they hope their bones will lie, that the prosperity of the Colony will ultimately rest.

LOCAL AND GENERAL.

THE postponed Volunteer gymnkhana will take place to-morrow afternoon, weather permitting, at the football ground, Happy Valley, at 4.30 p.m., when the members of the Hongkong Volunteer Troop will be "at home" to their friends.

VICEROY Shum having heard of a rich coal mine in the Tai-lung Mountains near the village of Sat Tong, says the *Canton Daily News*, has ordered the Magistrate of Nam Hoi to take a party of engineers and find out whether the report is correct or not.

"TELL the plaintiff," said his Honour the Puisne Judge, in the Summary Court, this morning, "that it is no use for him to come here with witnesses who do not tell the same tale as himself. I cannot under these circumstances help him, and defendant must get judgment."

YUNG YUN, the barber, of No. 24, Nullah Lane, who was recently charged by Sergeant Lee, with being a member of the Triad Society, was brought up on remand at the Police Court, to-day. Mr. F. A. Hazeland sentenced him to two months' hard labour and to his reported at the expiration of his term of imprisonment.

At the instance of Sergeant Counsell, of the Water Police Station, four boiler-makers were arraigned before Mr. H. J. Gompertz, at the Police Court, this morning, charged with being found on board the C. P. R. Company's steamer *Empress of India*, yesterday, without the consent of the captain. They admitted the charge, and were each asked to pay a fine of \$5.

"I AM not the defendant in this case," said an aged Chinaman when a case was called on before his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Court, this morning, "the defendant is a woman." "Well," said his Honour, "who is the woman?" "Well, really she is my wife," replied the ancient one, and the case went merrily on to judgment for plaintiff.

MANY in Hongkong will be pleased to learn of the success of an old Queen's College boy, Mr. Hung Kam Leung, who has just passed his final law examination and been called to the bar in England. Mr. Hung K. Leung was "published" a barrister on the 27th June by Sir Edward Clarke. It is understood that he intends to practice in England for a couple of years before returning to Hongkong.

A FEW days ago, it was mentioned in these columns that the police officer in charge of Bay View Police Station had summoned Messrs. Meyer and Company, owners of the Petroleum Works, at North Point, for discharging petroleum, or petroleum mixed with water, into the harbour. The summons was heard before Mr. F. A. Hazeland and adjourned. It is now stated that the police have withdrawn the summons.

THE Nippon Yusen Kaisha has placed an order with the Mitsui Bishi Yard at Nagasaki for the construction of four steamers, and with the Kawasaki Yard, Kobe, for two steamers. All these vessels are intended to replace the old steamers now running on the European line. A steamer now being constructed at the Mitsui Bishi Yard in place of the *Yitachi-maru*, which was sunk by the Russians, is nearly completed, and is expected to be launched shortly.

THE master of the steam launch *Kuon Lung* was summoned by the Water Police, at the Police Court, this morning, for carrying twenty-seven passengers in excess of the number allowed by his licence, on the 20th instant. Inspector Langley, who prosecuted, said this case was a very serious one. The defendant's launch was only registered to carry 40 passengers, but when the police stopped the launch there were 73 passengers on board. The charge was admitted and accused was fined \$50.

CHAN Ah King, well-known at the Magistracy, came before Mr. H. J. Gompertz, this morning, charged with allowing his launch, the *Kingshan*, to ply in the harbour, at 6.30 a.m., on the 20th instant, without a certificated engineer on board. Lance-sergeant Counsell said that when he boarded the launch she was coming in from Shau-ki-wan with 80 passengers on board. He was informed that the engineer was ashore. The police took charge of the launch and ran her to Kowloon, where they awaited the arrival of the engineer, who came two hours later. A fine of \$20 was imposed.

A REUTER despatch, of 13th instant, says:—A terrible tragedy took place in Odessa the other day. An aristocratic young lady committed suicide in a hotel after she had accidentally dropped a bomb into the street below. It is supposed that the bomb was intended to be used to kill General Kaubars. The lady was a daughter of the General commanding the troops at Warsaw. She was educated with the daughter of General Kaubars, and before committing the desperate deed she wrote a letter stating that she belonged to a Society of Terrorists, and that she was commissioned to kill General Kaubars.

THE coxswain of the steam-launch *Gretchen* was charged this morning, before Mr. F. A. Hazeland, at the Police Court, and ordered to pay a fine of \$5 for plying in the harbour, at 2.20 a.m., on the 14th instant, without carrying a bright light at his masthead.

SERGEANT Lee, of No. 2 Police Station, executed a gambling raid at No. 10 Ship Street, yesterday afternoon, and succeeded in capturing sixteen shopkeepers, carrying on business in that street, who were this morning charged with gambling on the premises. They were placed before Mr. F. A. Hazeland, and on the charge being proved, the first two men were fined \$50 each, and the remainder \$5 apiece.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batta., "The Queen's Own" (Royal West Kent Reg.), will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 28th inst.:—

March "Hands Across the Sea"..... Sousa
Selection from "The Circus Girl"..... Carvill & Moschetti
Valse "La Sanguine"..... Roeder
Intermezzo "Salome"..... London
Scherzo "The Swan"..... Handel
Selection from "Patience"..... Sullivan
Two-step "At a Georgia Camp Meeting"..... Mills
God Save the King.

A RESIDENT of Kowloon writes complaining that the Police Stations on the other side are not connected with the exchange, so that those who go to the trouble and expense of having the telephone installed in their residences, can only reach the police in an emergency, by very roundabout methods, since a telephone message intended for any of the stations on that side must go to the Central first, and then be transferred "at leisure." We would point out to our Kowloon correspondent that we on this side are in exactly the same position, and all our messages must go through the Central. At times it is somewhat more than inconvenient, but the fact remains that it is so.

A DETERMINED suicide was carried out by a Chinaman at Shaukiwan Police Station the other day. The Chinaman had been arrested, it is stated, on a charge of stealing several articles of wearing apparel from a house at Quarry Bay. He was locked up in a cell and left to meditate upon his misdeeds. Apparently he resolved to foil his accuser for he tied his tongue to a stanchion along the side of the cell, quipped the queue round his neck and deliberately went on his knees in order to strangle himself. When the police went to make the usual call on the prisoner they found him crouching at the side of the door quite dead. The inquest was held to-day and it was found that the Chinaman committed suicide while insane.

REMAINED a week ago, by Mr. H. J. Gompertz, to allow the forty Malay seamen—twenty firemen and a like number of deck hands—crew of the steamship *Virginia*, who are charged with refusing to obey the lawful commands of the captain—to come to some arrangement with the captain to return on board, the men were again placed before the Court, this morning. Mr. Grist, of Messrs. Wilkinson and Grist, who appeared on behalf of the firemen, said that a satisfactory arrangement had been arrived at, and asked for the men's discharge. His Worship dismissed the charge, but ordered that £1, out of each man's wages, should be stopped, in order to pay the Chinese who did their work while they were on strike.

WHEN it is remembered that one of the principal questions interesting the Far East at the present moment is the construction of railways it can well be appreciated that the prominence given to the subject in the August number of the *Far Eastern Review* is particularly timely. In South China, when people are not considering the best means of bringing the chief towns into line with modern conditions they are engrossed in the railway question. At this moment there are three important lines before the public, but North China also has its railway affairs which might be neglected or overlooked in the attraction of discussing the Cantonese projects. The *Review* gives accounts of the doings on all the railways now in progress in China and the Philippines, and as these are illustrated by photographic reproductions it will be understood that the value of the articles is greatly enhanced. A page is devoted to the enterprise of Messrs. Carmichael and Clarke, Hongkong. "Public works in Moroland" and "Hopp in Mindanao" are among the other items which should attract attention. There are the usual bits of information on commercial subjects and, of course, the magazine is lavishly illustrated. The *Far Eastern Review* continues to maintain its reputation which is more than can be said of many journals of its class, and provides pabulum for very varied sections of readers in this part of the world.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 24th at 11.30 a.m.—The barometer has fallen moderately to slightly over Japan, the Loochoos and Formosa.

Pressure is lowest, apparently, over the Pacific to the N.E. of Luzon. It is highest over N.E. Japan in the North, and over the S. part of the China Sea in the South. It is normal over Formosa and the Loochoos, slightly in defect over Luzon, and a little above the average point on the China Coast.

Gradients continue slight, chiefly for N.E. and E. winds along the China Coast and over the N. part of the China Sea.

FORECAST.

1.—Hongkong N.E. winds, light to moderate; fair.
2.—Formosa Channel, N.E. winds, moderate.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIA'S OPEN DOOR.

JAPANESE OFFICIAL ANNOUNCEMENT.

FURTHER CONCESSION TO FOREIGN VESSELS.

[From Our Own Correspondent.]

Shanghai, 24th August, 2.20 p.m.

It is officially announced by the Japanese Government that Tairen (Dahly) will be declared an open port on the 1st of September next.

No duties will be imposed on goods either entering or leaving the Kuantung Province through Tairen.

It is further announced that foreign vessels will be permitted to trade between Tairen and the open ports of Japan.

[The above official announcement confirms the statement made by Baron Hayashi that Tairen would be opened to foreign trade on 1st September. The notification that vessels flying colours other than those of Japan will be permitted to trade between Tairen and the Japanese open ports is an unexpected concession. It is interesting to note that a Peking dispatch to the *Asahi* states that the questions relating to the retrocession of Newchwang, the establishment of a Custom House at Tairen, and other matters relating to Manchuria are now being considered. Baron Hayashi, Japanese Minister in Peking, and the Chinese Foreign Office are conducting negotiations on the subject.—Ed., H. K. T.]

WHISTLING FOR PASSENGERS.

COXSWAIN PUNISHED.

At the Marine Court, this morning, before Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, P. C. Sutton, of the Water Police, charged Chan Yow, master of the steam launch *Jack Lee*, with unlawfully using the steam whistle of his launch in Victoria Harbour, on the 23rd inst.

Complainant stated that about 11.40 a.m., on the 23rd inst., he observed the *Jack Lee* moored alongside the Yaumatei Ferry wharf, when the latter blew a continuous long blast on his whistle, four or five minutes before the vessel attempted to leave the wharf. When witness asked him what he was whistling in that fashion for, the defendant would not give him any satisfactory reply.

Chan Yow, master of the *Jack Lee*, said he blew the whistle to warn intending passengers that he was about to leave the wharf.

He was fined \$20, with the alternative of seven days' imprisonment.

SALVAGE FROM PORT ARTHUR.

INTERESTING RELICS AT THE TAKAO IRONWORKS.

The proprietor of the Takao Ironworks, Kobe, recently purchased eight vessels as they laid at the bottom of the sea in Port Arthur. Two were Russian gunboats, four were Japanese steamers—sunk during the "bottling-up" operations—the remaining Russian ships being a steamer and a destroyer. A large quantity of scrap metal, chain cable, pieces of guns, and machinery have been recovered and sent to Kobe, and the salvage is now being sorted out at the ironworks. There are great piles of spent cartridge-cases of all kinds, and intermixed with these are found brass buttons and badges from the Russian forces, and occasionally—but only rarely—foreign coins. Pieces of machine-guns, torpedo-mechanism, side-lights, and various other ships' gear, thickly coated with rust, are set aside as curios, being so corroded by the action of sea water that their renovation is impossible.

An interesting relic of the operations before Port Arthur consists of a large section of iron plate, cut from the stern bulwark of the *Fukui-maru*, one of the ships sunk by the Japanese to close the entrance to the harbour. Three Japanese characters were painted on the side of the ship by someone on board, to the effect that those who formed the crew of the *Fukui-maru* knew that there was little hope of their return, and were prepared to die. There were about twelve men on board, under Commander Hirose when the ship steamed out to her fate, and how many—if any—escaped when she sank is unknown.

There are also dozens of boxes of bullets and scrap lead, gathered by industrious Chinese from round about the scene of the operations; huge copper steam-pipes—sadly bent and battered—but still good metal; lengths of cable, bits, main bearings, all brought up from the sunken ships. Only a very small proportion of the whole of the salvage has as yet arrived at Kobe, and further consignments may contain more interesting relics of the famous siege.—*Japan Chronicle*.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namang*) 26th inst., 6 p.m.
German (*Prins Waldemar*) 27th inst.
German (*Prins Heinrich*) 27th inst., p.m.
Australian (*Changha*) 1st prox.
Canadian (*Empress of Japan*) 4th prox.

The Imperial German Mail s.s. *Prins Heinrich* carrying the German Mails with dates from Berlin of the 31st ult., left Singapore on 23rd inst. at 5 p.m., and may be expected here on 27th inst., at 6 p.m.

TELEGRAMS.

[Reuter's.]

The Rising in Cuba.

LONDON, 22nd August.

Gomez, the famous leader in the American war, has joined the rising in Cuba. The inhabitants of the country districts are flocking to Havana.

Later.

Another fight has occurred near Havana, in which the insurgents were repulsed. The leader Gomez has been arrested on his ranch.

The French Navy.

A French Parliamentary paper estimates the expenditure for 1907 on naval construction at £4,270,560, to include 10 battleships and 51 submarines.

Torpedo-boats will be replaced by destroyers.

Later.

The Valparaiso Earthquake.

The latest careful estimate places the death toll at certainly several thousands, and each day brings fresh news of towns and villages destroyed. Naval detachments are landing at Valparaiso, assisting to maintain order and to clear up the wreckage.

The British Consulate was destroyed, and the Consul injured.

The "Dreadnought."

It is announced in Portsmouth that the *Dreadnought* will be ready for sea on the 1st September, three months before her time, making a world's record.

Bulgaria and Turkey.

Replying to the Turkish note complaining of the anti-Greek agitation, the Bulgarian Government says that the Porte is not entitled to interfere in the internal affairs of the Principality; that the Greek persecutions are merely the effect of the anti-Bulgarian atrocities in Macedonia, and that the Porte had better restore order in its own country.

THAT DISPUTED SIGNATURE.

PLAINTIFF NON-SUITED.

The much adjourned case in which Sudha Singh sued Ha Ha for recovery of the sum of \$30, alleged to be due on a promissory note, signed by the defendant in favour of plaintiff. Both parties were stated to be employed at the Sugar Refinery, as watchman and fitter, respectively.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person.

His Honour: Well, now, Mr. Gardiner, have you secured your witness? I don't think it is much good your going on.

Mr. Gardiner: I have not got the European but I have the No. 1 Fitter employed at the Sugar Refinery.

His Honour: Well, I'll hear him, but I don't see the use of it; your own witnesses contradicted each other about where the money was paid.

Mr. Gardiner: Well, I think there was some mistake there, my Lord, the m. n.

His Honour: Oh, no, there wasn't. The plaintiff said the money was paid, and the note signed in a shop opposite Jardine's Bazaar, then comes his own witness who says the transaction took place near the Wanchai Market. The men from the shop were not produced, and I sent both parties, with the bailiff, to go and find them, when they all said they did not know either of the parties, and know nothing about the transaction.

Mr. Gardiner: It was only a tea-shop, my Lord, and it is quite likely that the money could be paid and the note signed without any of the *fokis* in the shop noticing what was going on.

His Honour: Yes, that is quite possible; go on.

Mr. Gardiner: Well, I'll put this man in the box.

His Honour: You can if you like, of course; I'll hear him, but I have told you before I am not inclined to believe them.

Cheung Wai Tong said he was the No. 1 Fitter at the Sugar Refinery Company; he did not know Ah Hau—there was no man employed there as Ah Hau, there was Ah Po, or Chan Ah Po. Defendant was the man known as Ah Po.

His Honour: "Ah" is nothing, it has no meaning; it is a common affix to the first name. The man has admitted that his name is Chan Ah Po, though he is known as Ha Hau Witness (pointing to defendant): This Chan Ah Po, or Ha Ho.

His Honour: What do you know about this transaction?

Witness: I don't know anything at all.

His Honour: The plaintiff has no case and must be non-suited, with costs.

Defendant: My Lord, I want to be allowed to say something.

His Honour: Alright; what do you want to say?

Defendant: I want to bring an action against these people.

His Honour: You can do as you like about that; you do not require my permission, but I am afraid you will waste your money.

THE late Hamburg-America liner *Allemanita*, a four-masted, steel steamer of 4,630 registered tonnage, has been disposed of to a Japanese firm through Messrs. Becker & Co., of Kobe, and delivered to her new owners at Kago Dock, Itohoshima. The *Allemanita* has been for many years on the Hamburg-New York run, carrying passengers and mails, and was built in 1893.

ALLEGED BRIBERY.

SANITARY INSPECTOR ON TRIAL.

"LEAVE THE COLONY AND SAVE ME TROUBLE."

The hearing of the case in which Francis Ward, a sanitary inspector, was charged with accepting bribes from one Chan Tsun, on divers dates, and attempting to obstruct the course of justice by threatening Chan Tsun not to appear before the Royal Commission to be examined, was continued before Mr. F. A. Hazeland, at the Police Court, this afternoon.

The Crown Solicitor, Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, prosecuted, Mr. E. J. Grist, of Messrs. Wilkinson and Grist, defended, and Chief Detective Inspector Hanson watched the case for the police.

Continuing his evidence from the previous day's examination, Chan Tsun declared that on the 1st and 2nd July (he could not be sure) he was served with a subpoena to attend the Commission to give evidence. Between the date when his books were seized and the date when he was handed the subpoena witness saw the prisoner, in the District Sanitary Office, at Pokfulam. At that interview there were two Chinese clerks or interpreters present. Prisoner said: "Your books have been seized by the Government; the money you paid to me must have been entered in those books. This matter has passed through your hands only. Now, if you return to your country there will be no trouble. Now, do you promise me to do that? If you leave Hongkong I will look after your latrines."

Witness replied: "I don't know whether the entries are in the books or not. There is plenty of time for me to run away when the Government question me."

Chan Tsun was cross-examined by Mr. Grist. He said that on 24th December, 1905, he paid accused the sum of \$20, at the second house in Chater Street, first floor. When the money was handed over no one was present—the cook being in the kitchen and accused lying in bed. After that, and just before witness left the premises, the defendant called the cook. The only conversation witness had with the cook in the house was when accused told the cook to tell witness that he (defendant) was only remaining in that house for two days, as he was about to remove to No. 1, Chater Street, second floor. Witness did not know the name of the cook, but he thought that he could recognise him again. On 28th June witness went to the branch office at Pokfulam, at 9 a.m., and saw defendant and two Chinese interpreters. He remained there for about ten minutes.

Re-examined by Mr. Bowley, witness said that as he was leaving the branch office he saw the senior inspector of Nos. 9 and 10 districts. His name was Conolly. The senior inspector spoke to him.

Mr. Howan-Rowlands, secretary to the Commission appointed by the Governor to inquire into the working of the Public Health and Buildings Ordinance, spoke as to the subpoena issued by him and served on Chan Tsun and Chan Pui ordering them to appear before the Commission for examination.

At this point Mr. Bowley said that as he had no other witnesses to call to-day he would ask for an adjournment.

Mr. Grist objected to an adjournment, whereupon Mr. Bowley said that when the examination of Chan Tsun was over he thought that some time would have been spent in cross-examination. Now he feared that cross-examination was reserved, and as his last witness—Chan Pui—was out of the Colony, he could not proceed with the case, and repeated his request for an adjournment.

The case was then adjourned until next Monday afternoon, at 2.15 o'clock.

THE PERILLIOT "MARINDUQUE."

FOUND BY A JAPANESE STEAMER.

The vessel picked up off the Loochoo islands, northeast of the Formosa coast, by the Japanese steamer *Helan Maru*, and towed into the harbour of Miyako, has been identified beyond any reasonable doubt as the hulk *Marinduque*, belonging to a Chinese merchant named S. Policarpio who lives in Cavite, says the *Cablenews*. The *Marinduque*, it will be remembered, was being towed over to Hongkong by the steamer *Taming*, but broke apart and had to be abandoned, in the China sea last June. Evidently she drifted into the current flowing east and north between Formosa and Luzon and was making for the Pacific when she was overtaken by the *Helan Maru*. When the *Marinduque* was at Cavite preparing to get towed to Hongkong, the launch *Castellano* was lying near. Young Policarpio, the son of the owner of the *Marinduque*, went in swimming one day and while playing in the water, took two of the *Castellano*'s life buoys into the water and afterward on board of the *Marinduque* where they were left and later on the latter boat when she left Hongkong. These are the buoys that are mentioned in the letter of Ambassador Wright to Governor Ide, written from Tokio last month, and in which the name of the buoys is mislabeled *Outland*. The name of the *Marinduque* was on both sides of her bow and it is more than likely that the tow line had rubbed out some of the lettering and caused the remainder to look something like *Marinto*, the name reported at Tokio by the officers of the *Helan Maru*. As of all the steamers wrecked since July, 1905, the *Marinduque* is the only one that could by any possibility have been drifting around the China sea, there is little doubt of the accuracy of the identification. It is a queer coincidence that on the same day that a list of all the lost and missing Manila vessels over 100 tons was made by Mr. Callahan of the license division, for submission to the Harbor-master and was at the desk before that official, there walked into the office the Chinese merchant and his son that owned the *Marinduque* and possessed the only clue to the identity of the vessel, concerning which there has been so much conjecture.

AN ELOPEMENT IN CHINA.

STRANGE DISAPPEARANCE OF A WIFE.

A Chinese shopkeeper, carrying on business in the interior of China, related a story to Mr. H. H. J. Compertz, showing how his wife, without the least provocation, left his protection and came to Hongkong with another man. That man, Lam Chak (Lun), alias Lam U, a coolie, was charged this morning with harbouring another man's wife. He said that he married his wife when he was 27 years of age—he was now 43 years old. His wife was then only 17 years of age. His marriage was legal, according to the laws of China. There certainly was a go-between, a marriage document—which was lost—and the usual wedding chairs and the firing of crackers. He said that he was an honest trader, his wife always had plenty of rice to eat, he never assaulted her, he was not a gambler or a robber, yet she ran away from his house. His Worship asked the witness to relate the circumstances under which his wife disappeared. He said that accused was a clansman of his, and a frequent visitor to his house. One day last year witness left the village to go to purchase goods for his shop. When he returned his wife had disappeared—not forgetting, however, to remove her boxes. He made inquiries of the neighbours and he was told that accused had taken her away. She left her three sons behind. Witness tracked her to Hongkong and invoked the aid of the police, and yesterday when he visited No. 9, Bowington Canal, he saw his wife sitting near a table rolling cigarettes. The accused was also there and was arrested.

Defendant denied harbouring the woman in the Colony. He was on friendly terms with her in the interior, but he never eloped with her. On the day he was alleged to have taken the woman away from her home defendant said he went to her house to look for her husband and then he learnt that the man had left the village and would not return until late that evening. He went into the house, had a cup of tea and a conversation with the shopkeeper's wife, then he borrowed 22 cents from her and came to Hongkong. The woman denied knowing or even coming to the Colony with the defendant.

Witness said that it appeared to him that defendant lived on what the woman made. She went out to work, while he remained at home and nursed the child. Accused was fined \$100, or in default three months' hard labour.

SOUTH MANCHURIA RAILWAY COMPANY.

DIVIDENDS AND SCOPE OF WORK.

SUB-COMMITTEE'S RECOMMENDATIONS.

The sub-committee recently appointed by the Promoting Committee of the South Manchuria Railway Company to consider the Articles of Association met on Monday evening, says the *Japan Chronicle* of 16th inst., and made several important amendments to the articles. The total amount of capital was originally fixed at \$20,000,000, half to be contributed by the Government, and half by the public, but the sub-committee amended this to the effect that the shares to be taken by the Government be ¥10,000,000, that ¥20,000,000 be raised by public subscription and the remainder by the issue of debentures.

Another amendment of the articles was made in reference to the amount payable to shareholders. The articles propose that out of the profit an amount equal to 6 per cent. be first paid to private shareholders, then the balance interest provided for, and any surplus paid as a dividend on the stock held by the Japanese and Chinese Governments. Any surplus remaining after this division was to be equally divided among shareholders generally, Government and private. The sub-committee considered that under these provisions private shareholders had scarcely any chance of receiving more than 6 per cent., and amended the article as follows:—The profits of the company exceeding 6 per cent., the debenture interest should be deducted and the surplus equally divided among shareholders, Government and private.

The sub-committee struck out from the business to be undertaken by the company that of the sale of goods. It is contended that this being purely commercial business was unsuitable for a semi-Government company, that the risk of loss was considerable, and that such business would place the company in competition with Japanese merchants.

These amendments were communicated to General Terachi, Chairman of the Promoting Company, who stated that they were of him important a character for him to express an opinion. He would place them before a Cabinet Council before giving his reply.

On the following day a meeting of the Promoting Committee was held, when the recommendations of the sub-committee were considered. Baron Shibusawa, Chairman of the sub-committee, said the Government had agreed to all their amendments with the exception of that relating to the distribution of profit. General Terachi explained the views of the Government on the provisions in question and asked the meeting to approve them as proposed by the Government. The meeting, however, approved the amendments in substance, as set forth above.

The cost of necessary work in connection with the South Manchuria Railways is estimated by the Promoting Committee as follows:—

1.—Reconstruction or improvement of main or branch lines between Tairen and Changchun, and construction of rolling stock	¥28,000,000
2.—Improvements to Tairen harbour	5,000,000
3.—Working capital for Fuchun and Ventai Colliery	4,000,000
4.—Doubling of track between Tairen and Suchaton	9,600,000
5.—Cost of land and capital for warehousing business	8,000,000
6.—Capital for marine transport department	10,000,000
7.—Reconstruction of line between Mukden and Antung	22,000,000
8.—Reserve fund	13,000,000

This gives a total of ¥100,000,000, to be raised by the issue of shares or debentures. The amount estimated by the Government as capital for carrying on consignment business has been added by the Promoting Committee to the reserve fund. It is said that debentures to be issued are undertaken by financiers in England and America, Mr. Schiff having agreed to take up ¥50,000,000.

A Tokyo dispatch states that the share in South Manchuria Railway Company to be taken by the Chinese Government will be allotted by the Japanese Government, out of its share—¥100,000,000—and it is understood that ¥10,000,000 will be allotted to the Chinese Government.

AMERICAN BOYCOTT IN CANTON.

REPRESENTATIONS BY THE U. S. CONSUL-GENERAL.

[From Our Own Correspondent.]

Canton, 24th August.

The American Consul-General of Canton has forwarded a despatch to Viceroy Shum asking him to find some means of suppressing the Boycott Association, which is doing a great deal to hinder American commerce. The Association has held several meetings, at which the members have assembled in large numbers at Hoi Toy Monastery. A special meeting of the Association was held on the anniversary of Fung Ha Wei, the boycott martyr.

CANTON WATERWORKS.

Following the announcement that a beginning with the construction of the Waterworks of Canton is about to be made the value of the shares of the company have already risen 100 per cent. It is evident that the general public thinks these shares a sound investment. It is said that the Shanghai Waterworks shares are now worth twenty-five times their original value and if the works at Canton are carried out systematically the shares of the local company may also reach that enhanced value.

DISORDERLY HONAM.

Honam, being without an organised police force, is not so peaceful and orderly as Canton is in ordinary circumstances. Now Viceroy Shum has granted the request of the residents of that suburb to establish police stations in different parts. A wei-yuan has been sent to make all necessary arrangements and the Hoi Tong monastery has been selected as the site of the head police station. The enforcement of order in Honam will be pushed on without unnecessary delay.

ROBBERIES REPULSED.

On the night of the 30th day of the last month, a number of robbers made a raid on the Ng Uk village in Nam Hoi district. The village people offered the robbers stout resistance, and the robbers were not successful in taking anything away; they killed one of the villagers. On the Nam Hoi Magistrate being informed of the occurrence, he sent a despatch to the district officials to make full inquiries into the matter.

THE COTTON YARN TRADE.

RETURNS FOR THE HALF-YEAR.

The total production of cotton yarn for the first six months of the year amounted to 474,000 bales, showing an increase of 22,000 bales as compared with the corresponding period of last year. By months the output and export were as follows:—

	Production.	Exported.
Bales.	Bales.	Bales.
January.....	72,591	15,738
February.....	78,238	12,000
March.....	80,394	23,343
April.....	82,262	21,805
May.....	81,783	26,983
June.....	79,700	23,371
	474,939	124,810

The output for the same period of 1905 was 452,362 and 138,746 bales respectively, which shows an increase for 1906 of 22,677 bales in output and a decrease of 13,926 bales in export. The following figures give the amount imported and the domestic consumption:—

	Imported.	Consumption.
Bales.	Bales.	Bales.
January.....	1,707	58,561
February.....	1,172	60,630
March.....	1,987	59,057
April.....	1,315	60,772
May.....	2,458	57,256
June.....	2,743	59,652
	11,462	361,628
Same period 1905.....	1,339	314,955
	10,123	46,673

The production of cotton yarn during the first half of this year reached, as expected, an unprecedentedly large figure, though it was showing a decline towards the end of the period under review. The amount of yarn imported showed an increment as against last year. Although the amount of domestic production and imported yarn increased, the export showed a diminution of 14,000 bales as compared with last year. This may be accounted for by the increase of the domestic demand, which this year was larger by 4,000 bales than last year. Supposing the output of yarn to continue during the second half of this year at the same rate as in the first the total will reach something like 950,000 bales, of which about 720,000 will be absorbed for domestic consumption. Although the export trade may suffer a more or less falling-off in the future there is likely to be no fear of over-production.

Mr. Nihui, a well-known cotton merchant, sees a promising future for the yarn industry. He says, according to the *Japan Chronicle*, that though some cotton spinners, taught by bitter experience after the Japan-China war, appear to apprehend the arrival of a reaction to the present prosperity their fears are unfounded. The remarkable advance that has taken place in recent years in the manufacture of various articles in which cotton yarn is used as material is the principal reason for the large increase in domestic consumption of yarn. And so long as yarn of good quality continues to be supplied cheap this tendency will grow. For this reason the spinners will not suffer from over-production in the future even though their present producing capacity is enlarged. Moreover, there is every reason to believe that the demand for Japanese yarn in Korea and China will materially increase in future. In fact, it is quite within the bounds of possibility that the present export may be augmented ten fold if the trade is judiciously fostered. Now is the best opportunity to try to increase the production of yarn by means of amalgamation amongst the spinners. At the same time the improvement of spinning machinery is advisable for 60 per cent. of what is now in use is obsolete.

KOWLOON-CANTON RAILWAY.

REPORTED ACCIDENT AT LION'S HEAD.

It was reported the other day that rapid progress was being made with the construction of the road-bed for the Kowloon-Canton railway. One of the most difficult sections of the railway from the engineering point of view is that through the Lion's Head Mountain. As mentioned on a previous occasion gangs of coolies engaged digging trenches from which the diamond drills required to pierce the rock will be operated. At the Kowloon side of the mountain the ground is extremely soft, with the result that it has been found necessary to "shore" the sides of the trenches with heavy logs of timber. It is now reported that an accident occurred the other day while the coolies were engaged in placing the planks in position. No details are forthcoming, but it is rumoured that the sides of the principal trench directly under the mountain suddenly caved in and as a consequence a large quantity of rubble and earth fell into the trench. Whether any of the coolie labourers was injured is not stated. The work of placing beams in position to resist the pressure of the earth behind is considered the work of specially trained men as a rule, and it may be that the coolies inexperienced in judging the pressure of earth at the sides of a trench of any depth failed to take sufficient care that the sides were sufficiently "shored."

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

3 p.m.

Buyers:—Unions \$790, China Fires \$92, H.K. C. and M. Steamboats \$274, China and Manila \$22, Shell Transports 27-1, China Sugars \$148, Shanghai Docks \$110, Hongkew Wharves \$247, Hongkong Hotels \$110, Cottons \$115, China Providents \$9.35, Tramways \$235, China Lights \$104, Watsons \$13.

Sellers:—Canton Insurances \$330, Shell Transports 27/6, Raubs \$7, Hongkong Docks \$142 ex div., Humphreys Estates \$114, West Points \$50, China Borneos \$12, Cements \$224, Electric \$15, Ices \$157, Rope

Sales:—National Banks \$47, Hongkong Fires \$325, Kowloon Wharves \$106, Hongkong Lands \$110, West Points \$51, Hongkong Hotels \$110, China Providents \$91, Dairy Farms \$17, Watsons \$13.

Nominal:—Hongkong Banks \$835 ex div., Hongkong Fires \$325, Douglas \$47, Powell's \$124, Langkats \$12, 240.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2/1 11/16
Do. demand	51 1/2
Do. 4 months' sight	51 1/2
France—Bank T.T.	2/2 2/2
America—Bank T.T.	51 1/2
Germany—Bank T.T.	2/10
India T.T.	1/10
Do. demand	1/10
Shanghai—Bank T.T.	9 1/2
Singapore T.T.	10 1/2
Japan—Bank T.T.	10 1/2
Yokohama—Bank T.T.	12 1/2

Buying.

6 months' sight L/C.	2/2 1/2
6 months' sight L/C.	2/2 1/2
30 days' sight San Francisco & New York	52 1/2
1 months' sight	53 1/2
30 days' sight Sydney and Melbourne	2/2 1/2
30 days' sight France	2/2 1/2
1 months' sight	2/2 1/2
1 months' sight Germany	2/2 1/2
Bank of England rate	39 1/2
Sovereign	9 1/2

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, AUGUST 25TH, 1906.

DINNER.

HORS D'OEUVRES.

Macassar Fish and Olive Croquettes.

SOUP.

Mock Turtle.

FISH.

Stewed Fish and Oyster Sauce.

ENTREES.

Lamb Cutlets and Green Peas.

Jugged Hare and Red Currant Jelly.

Sweetbread Croquettes.

CURRY.

Vegetable.

JOINTS, &c.

Roast Ribs of Beef and Yorkshire Pudding.

Roast Capon and Bread Sauce.

Boiled Corned Leg of Pork and Pease Pudding.

Cold Veal and Ham Pie and Cucumber Salad.

SWEETS.

Macaroni Pudding.

Ratafia Ice Cream and Finger Cakes.

Topsy Cake.

DESSERT.

Coffee.

Fruit.

[864]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (SATURDAY), the 25th August, 1906, at 11 A.M. at their Sales Room, No. 8, Des Voeux Road, corner of Ice House Street,

A QUANTITY OF PROVISIONS,

30,000 EGYPTIAN CIGARETTES and 200 Boxes CIGARS;

AND

4 Large IRON SAFES (American, French and German makes).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 24th August, 1906. [865]

Intimations.

THE ROBINSON PIANO CO., LD., ARE SHOWING

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"BELLEROPHON"	27th August.
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	13th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	20th "
GLASGOW and LIVERPOOL	"CALCHAS"	27th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
* MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
* GENOA, MARSEILLES & LPOOL	"PELUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
* HAVRE, ROTTERDAM & LPOOL	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	30th August.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
TIENSIN	"KWEICHOW"	15th August.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "
MANILA	"TEAN"	28th "
SHANGHAI	"SHAOSING"	31st "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept. at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept. at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. CHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUES ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.TSLN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 19th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
* HABSURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
* SILESIA	NAPLES, HAVRE, BREMEN and HAMBURG.	6th September.
Capt. Bahle	Via SINGAPORE, PENANG and COLOMBO	
HELVETIA	HAVRE and HAMBURG.	10th September.
Capt. Neumann	Via SINGAPORE, PENANG and COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG.	20th September.
Capt. v. Döhren	Via SINGAPORE, PENANG and COLOMBO	
LIBERIA	HAVRE and HAMBURG.	22nd September.
Kier	Via SINGAPORE, PENANG and COLOMBO	
SENEGAMBIA	HAVRE and HAMBURG.	2nd October.
Capt. Peter	Via SINGAPORE, PENANG and COLOMBO	
SEGOVIA	HAVRE, BREMEN and HAMBURG.	16th October.
Capt. Schoenfeldt	Via SINGAPORE, PENANG and COLOMBO	
HABSURG	NAPLES, HAVRE and HAMBURG.	30th October.
Capt. Filler	Via SINGAPORE, PENANG and COLOMBO	
BRISGAVIA	HAVRE and HAMBURG.	13th November.
SITHONIA	Via SINGAPORE, PENANG and COLOMBO	
Brehmer	HAVRE and HAMBURG.	27th November.
RHENANIA	Via SINGAPORE, PENANG and COLOMBO	
von Hoff	HAVRE and HAMBURG.	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Waiter.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAUSBURG," s.s. "HOHENSTAUFE," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	TO SAIL
DAPHNE	NAGASAKI AND VLADIVOSTOCK
* KOWLOON	SHANGHAI AND CHINKIANG

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 24th August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 25th August, 4 P.M.
TIENSIN	"CHEONGSHING"	WEDNESDAY, 29th August, 4 P.M.
SHANGHAI	"CHOYSANG"	THURSDAY, 30th August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 31st August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Cheloo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	August 29th, at Noon.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.
"ARABIA"	4,483	Meisner	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and
Outer States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)THE Steamship
"EASTERN,"
Captain Powell, will be despatched as above
on SATURDAY, the 1st September, at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"RADNORSHIRE"
will be despatched for the above Ports, on
or about the 20th of September.
For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th August, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).THE Steamship
"FOXLEY,"
Captain Butcher, will be despatched for the
above Ports, on or about the 4th September.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 8th August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
AND IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.THE Steamship
"GLENFARG," 4,000 tons,
will be despatched as above, on TUESDAY,
the 11th September, at Noon.
"KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamers have splendid Accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.
For further information, apply to
K. MATSUDA,
Manager,
Yokohama Building.

Hongkong, 24th August, 1906.

Shipping—Steamers.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship
"BENVORLICH,"
Captain McIntosh, will be despatched as
above, on or about 24th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 20th August, 1906. [85]

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND
SAN FRANCISCO.THE Steamship
"TONAWANDA"
will be despatched for the above Ports, TO-
MORROW, the 25th instant.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th August, 1906. [813]FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"CATHERINE APCAR,"
Captain W. D. A. Thomas, will be despatched
for the above Ports, on TUESDAY, the 28th
instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 22nd August, 1906. [859]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 29th instant will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 6th
proximo, or they will not be recognized.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd August, 1906. [86]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, ANTWERP, & PORTS.
THE Steamship
"GLENLOGAN"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.
Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.
Goods not cleared by the 27th instant will
be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.
No claims will be recognized if not presented
within 14 days of the ship's arrival.
MCGREGOR BROS. & GOW.
Hongkong, 20th August, 1906. [850]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "YEDDO."

FROM NEW YORK.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that all
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th August, at 3 P.M.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 24th August, will be
subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 18th August, 1906. [849]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND MANILA.THE above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send
in their Bills of Lading for Countersignature,
and to take immediate delivery of their Goods
from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 18th August, 1906. [81]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. China, Persia
and Himalaya.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 21st August, 1906. [84]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.
All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.
No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 18th August, 1906. [84]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. Dordogne and Havre ex
s.s. Dordogne, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
instructions are given to the contrary before
9 A.M., TO-MORROW, requesting it
to be landed here.
Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
MONDAY, the 27th August, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 27th August, or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 27th August, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th August, 1906. [81]

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW REPAIR!

THE NEW FRENCH REMEDY

THERAPION.

A complete provision has been made for the
treatment of medical cases, which thousands have
been restored to health and happiness who for
years previously had been miserably dragging on a
miserable existence.

THERAPION No. 1—A Sovereign

Remedy for diseases from the urinary
organs, suppurating infections, the use of which
does irreparable harm by leaving the foundation
of infection and other serious diseases.

THERAPION No. 2—A Sovereign

Remedy for diseases from the urinary
organs, suppurating infections, the use of which
does irreparable harm by leaving the foundation
of infection and other serious diseases.

THERAPION No. 3—A Sovereign

Remedy for diseases from the urinary
organs, suppurating infections, the use of which
does irreparable harm by leaving the foundation
of infection and other serious diseases.

THERAPION No. 4—A Sovereign

Remedy for diseases from the urinary
organs, suppurating infections, the use of which
does irreparable harm by leaving the foundation
of infection and other serious diseases.

THERAPION No. 5—A Sovereign

Remedy for diseases from the urinary
organs, suppurating infections, the use of which
does irreparable harm by leaving the foundation
of infection and other serious diseases.

THERAPION No. 6—A Sovereign

Remedy for diseases from the urinary
organs, suppurating infections, the use of which
does irreparable harm by leaving the foundation
of infection and other serious diseases.

THERAPION No. 7—A Sovereign

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI," Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 25th August, at Noon, (also) Passengers and Cargo for the route Ports in connection with the Company's S.S. Victoria, 6,512 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for F.R.A. and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and Livorno; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 7th October, 1906.

Cargo for Bombay and via Bombay will be conveyed from Colombo to Bombay per S.S. Maragon.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 24th August, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS



STEAM FOR SAIGON, SINGAPORE, HATIAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "GALEDONNIEN"

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 4th September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. POLYNESIEN18th September.

S.S. SALAZIE2nd October.

S.S. OCEANIE16th October.

G. DE CHAMPEAUX, Agent, Hongkong, 22nd August, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Platades	3,753	E.G. Purinton	15th Sept.
Cyra	4,417	G. V. Williams	29th Sept.
Shawmut	9,606	E. V. Roberts	24th Oct.
Tremont	9,606	T. W. Garlick	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION ATTENDANCE AND CUISINE; ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 22nd August, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ATHOLL"	8th September.
"ERROLL"	To follow.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 17th August, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, PALL MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOKOSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

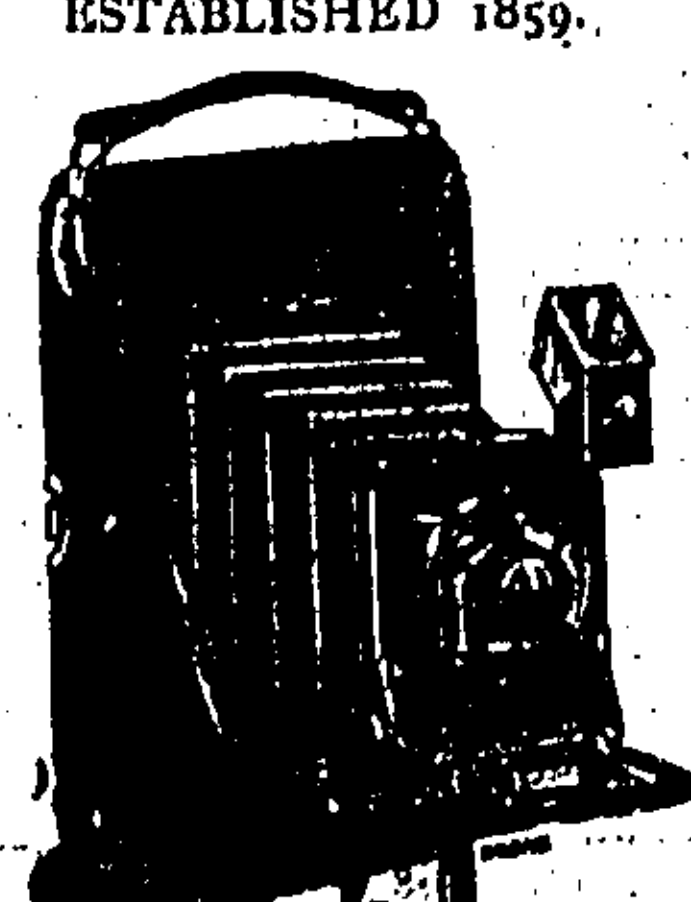
&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK-Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$115	{ £1,000,000 \$10,250,000 \$20,000,000 £17,735 \$150,000	\$1,712,472	{£1.25/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$835 ex div. London 104.10/- \$47 sales
National Bank of China, Limited	99,925	£7	£6	{ \$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903 .....	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £100,000 Tls. 100,000 Tls. 50,000	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$331,137 \$1,153,814 \$609,779 \$800,000 \$61,228 \$85,572 \$1,000,000 \$120,000 \$26,676	\$2,742,271	Interim div. of \$30 for 1905	4 1/2 %	\$790 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$100,000 \$10,000 \$1,200,000 \$120,000 \$20,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$100,000 \$10,000 \$1,200,000 \$120,000 \$20,000	\$344,038	\$6 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$10,000 \$1,200,000 \$120,000 \$20,000	\$422,618	\$25 for 1904	7 1/2 %	\$322 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 \$204,618 \$88,241	\$6,363	\$1 1/2 for 1905	7 %	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$6,000 \$204,618 \$88,241	Nil.	\$3 1/2 for year ended 30/11/05	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$11	{ \$6,000 \$204,618 \$88,241	\$5,464	1st half-year 1906	7 1/2 %	\$27 b. ex div.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$6,000 \$204,618 \$88,241	£2,122	10/- @ ex. 2/1 9/16 = \$5.69	6 1/2 %	\$75
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$6,000 \$204,618 \$88,241	Tls. 2,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ \$6,000 \$204,618 \$88,241	Tls. 2,156	Final Tls. 14 making Tls. 3 1/2 for 1905	6 1/2 %	Tls. 51 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$6,000 \$204,618 \$88,241	\$207,815	1/- (Coupon No. 6) for 1905	4 %	\$27/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$6,000 \$204,618 \$88,241	\$218	{ \$1.50 for year ending 30.4.1906. \$0.75	5 1/2 %	\$20
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$6,000 \$204,618 \$88,241	Tls. 48,300	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$150,000 \$6,179	\$40,914	Final of \$15 making \$25 for 1905	7 %	\$145
Luron-Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$150,000 \$6,179	\$132,588	\$3 for 1907 .....	...	\$213 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$150,000 \$6,179	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04 .....	...	Tls. 8, sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ £80,000 £26,011	G. \$96,950	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14 nominal
Gold Australian Gold Mining Company, Limited	50,000	£1	£1	{ £80,000 £26,011	£8,745	No. 12 of 1/- = 48 cents .....	...	\$7 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$22,160 \$20,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$70,000 \$22,160 \$20,000	\$20,010	Final of \$31 making \$6 for 1905	5 1/2 %	\$1.6
New Hong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$70,000 \$22,160 \$20,000	\$39,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$143 ex div.
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$70,000 \$22,160 \$20,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 101 sales
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 2,21 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	none	First year .....	...	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	{ \$70,000 \$22,160 \$20,000	\$8,418	\$3 for year ended 30.6.1906	10 %	\$30 ex div.
Central Stores, Limited	6,000	\$15	\$15	{ \$70,000 \$22,160 \$20,000	\$2,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	{ \$70,000 \$22,160 \$20,000		7 % on \$7 1/2 for 1905 .....	...	\$154 sales
Do. (Founders)	123	\$15	\$15	{ \$70,000 \$22,160 \$20,000		None .....	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$70,000 \$22,160 \$20,000	1619	\$5 for second half-year making \$10 for 1905	8 1/2 %	\$120 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$70,000 \$22,160 \$20,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$70,000 \$22,160 \$20,000	Tls. 1,935	Final of 2/- = 20/- for 1905	15 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$70,000 \$22,160 \$20,000	\$4,699	Final of \$6 making \$10	10 %	\$100
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$70,000 \$22,160 \$20,000	1574	\$2 1/2 for 1905	6 1/2 %	\$28
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$70,000 \$22,160 \$20,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	{ \$70,000 \$22,160 \$20,000	\$772	Interim div. of \$2 account 1906	8 %	\$50 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$70,000 \$22,160 \$20,000	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 %	Tls. 79 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$30,000	\$1 for the year ending 31.7.05	6 1/2 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$70,000 \$22,160 \$20,000	Tls. 100,000	3 a/c 1898 .....	...	Tls. 68 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	none	Tls. 8 for 1905	10 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	Tls. 18,456	Tls. 25 for 1905	8 %	Tls. 315 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$70,000 \$22,160 \$20,000	none	\$7 for 1905	7 1/2 %	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$70,000 \$22,160 \$20,000	\$814	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$9,000	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$70,000 \$22,160 \$20,000	Nil.	\$1 for 1904 .....	...	\$12
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$70,000 \$22,160 \$20,000	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	none	60 cents for year ended 28.2.06	6 %	\$104 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$1,581	80 cents for 1905	8 1/2 %	\$92 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$70,000 \$22,160 \$20,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$410,000	Int. div. of 75 cents for 1st year ended 30.6.06	9 %	\$22 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$70,000 \$22,160 \$20,000	\$186,000	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	none	\$1.00 for 10 months ending 28.2.06	8 1/2 %	\$14 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$70,000 \$22,160 \$20,000	\$2,796	\$1.50 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$70,000 \$22,160 \$20,000	\$3,776	Int. div. of \$4 for 1st year ended 30.6.06	8 %	\$236 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$70,000 \$22,160 \$20,000	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$8
Maatschappij tot Mijl-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$70,000 \$22,160 \$20,000	Tls. 547,500	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 sales
Philippine Company, Limited	67,500	\$10	\$10	{ \$70,000 \$22,160 \$20,000	none	None .....	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ \$70,000 \$22,160 \$20,000	Tls. 165,000	Interim dividend of Tls. "3" account 1906	6 1/2 %	Tls. 126 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$70,000 \$22,160 \$20,000	Tls. 37,000	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$70,000 \$22,160 \$20,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 135 ex div.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$70,000 \$22,160 \$20,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 78 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 20,000	{ £20 £20 £25 £5	{ £20 £20 £25 £5	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	{ Tls. 85,592 Dr. \$41,934 \$1,134 Tls. 15,295 Tls. 4,000	{ Interim div. of 15/- for 1st year 1906 .....	...	Tls. 360
South China Morning Post, Limited	6,000	\$25	\$25	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	Dr. \$41,934	None	8 1/2 %	\$6
Team Laundry Company, Limited	20,000	\$5	\$5	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$20
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	\$752	{ 20 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000		{ \$9.00 for year ended 31.5.1906	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	\$7,734	Final of 50 cents making \$1 1/2 for 1905	7 1/2 %	\$13 1/2
William Powell, Limited	15,000	\$10	\$10	{ Tls. 190,000 Tls. 8,000 Tls. 24,820 Tls. 25,000	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
DIVIDENDS PAYABLE								
Shanghai & Hongkong Wharf & Godown Co.	Tls. 8	31st August						
Hongkong Hotel Co., Ltd.	\$5	2nd September						
Hongkong High-Level Tramways Co., Ltd.	\$20	2nd September						
Maatschappij tot Mijl-, Bosch- en Land- bouwexploitatie in Langkat	Tls. 7 1/2	15th September						